

EAGLE'S PROPWASH



August 2014 Issue
CHAPTER 113
"The Backyard Eagles"



EAA's Ford Tri-Motor at Pontiac Airport, July 12, 2014
Photo Courtesy of Shunsuke Shibata

Our Web Site: www.113.eaachapter.org EAA113@yahoogroups.com

Meetings: 7:30 PM the 3rd Thursday of each month at the

EAA 113 AVIATION EDUCATION CENTER

Mettetal Airport (1D2) 8550 Lilley Road, Canton, MI

Member Services

Class I Board of Directors:

President: John Maxfield (248) 890-6767

Vice President: Shahar Golan (248) 767-6630

Secretary: Debbie Forsman (734) 397-3452

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Dan Valle (313) 539-9818

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Scholarships: Jim Trick (517) 546-3944

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Young Eagles/Eagle Flights:

Debbie Forsman (734) 397-3452

Dave James (734) 721-4213

Refreshments: Joe Griffin (734) 455-3107

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Aviation Center Management Committee:

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Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

Chapter Mission Statement

"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun. Chapter members have a passion for flying and are willing to share it with others. Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime."

Board

"The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis."



PRESIDENT'S PODIUM

John Maxfield (248) 890-6767
avee8rrr@yahoo.com
August 2014

It has been such a busy summer, where do I begin? Randy Hebron led a group to Selfridge National Guard Base to wash the Beech C-45 on display. Those remaining behind that same day, helped clear the Hangar for floor painting. And we finished July with a successful Ford Tri-Motor Tour stop at Pontiac Airport. Attendance there was a little sparse, but it was a safe event and everyone that volunteered got a ride. I'd like to personally thank Bruce Breisch, Dave Buck, and Dave James for scrambling to my aid as I changed an engine starter on the Ford Sunday night. Their efforts to get the job done in time for Monday's flight to Oshkosh are much appreciated!

Oshkosh 2014 is now in the record books. It truly is a magical place for me as it recharges my aviation enthusiasm for the coming year. With so much going on, nobody can see everything, so it'll take months to read about it in various publications and online sites. It was great to see many Chapter 113 members there. I marvel at the diverse interests we have, yet share a common love of aviation. We enjoyed a Chapter Spaghetti Dinner at Jim and Nancy Trick's trailer Thursday evening after the airshow. Rain kept a few people away, but those in attendance got to see the muddy outcome of the Sandbar Mitchell Gang's soccer game. Our Thanks to Jim and Nancy for hosting us again this year! Several members can be found in the daily video updates, most notably Connor Crooks as he's playing with his Dusty Plane, waiting for the night airshow. He even got a talking part in one of the videos.

While we were away at Oshkosh, the Chapter Hangar workshop walls were painted, as was the entire hangar floor. Special thanks to Dave Buck and Jim Morency for attending to those last minute details and cleaning to keep our building in good condition.

The EAA Chapter 113 Family and Friends Picnic is Saturday August 23rd in the newly painted Aviation Center. Enjoy an evening of hangar flying, games for all ages, and a cookout. The Chapter will supply the meat; please bring a dish to share. We'll finish the evening with the family movie, "Fly Away Home" inside the Chapter Hangar. So bring the kids and enjoy an evening at the airport!

In member news: Joe Kirik purchased a Waix kit and is looking forward to starting in on it, now that he's back from Oshkosh. Cleve Lee bought an Emeraude Light Sport in Florida. He spent a few days flying it north with an instructor to hone his flying skills along the way. And Mark Pensensadler is the proud owner of a like new Cherokee 160. He will be keeping it in a hangar at Mettetal. Mark's new business makes airplane window stickers and may be of interest to members. You can see more at www.aircraftstickers.com Congratulations to Jim Morency, Bob Trumpolt, and David

Brent! Jim is the new Mettetal Airport Manager. Bob will receive FAA’s Master Pilot Award at our August meeting. And David earned his ATP and Hawker 800 type rating! Brian Anthony is our newest Chapter member. Brian is a flight instructor and newest assistant airport manager at Mettetal. Welcome to EAA Chapter 113 Brian!

EAA’s SportAir Workshop is coming to MIAT, located on Haggerty Rd in Canton, September 20-21. Find out more at www.eaa.org/sportair

At this month’s Chapter meeting we ask those that went to Oshkosh, to bring your stories and some pictures to share with the group. Also, Bob Trumpolt will be receiving the FAA Master Pilot Award from the FAA. Stay up to date with EAA 113 at www.113.eaachapter.org and follow us on Facebook!

Happy Landings
John Maxfield

*Photos Courtesy
of
Shunsuke Shibata*



EAA 113 Family and Friends Summer Picnic **Saturday, August 23, 2014**



Over the past several years, our Chapter has been fortunate to celebrate the end of summer at numerous wonderful locations: Harsen's Island, McKenzie's Landing, Brighton Airport, and Whitmore Lake. Many members have expressed an interest in staying a bit closer to home to make the event easier to attend with their families. Thus, this year we have decided to have our annual family "Reunion" at our own EAA 113 Aviation Center.



We will begin gathering at 4:30 p.m. with dinner at 6:00 p.m. and end the evening



with a movie. The Chapter will supply the BBQ meat. Please bring a dish to share and your comfortable lawn chairs. Join us for:

- People! – EAA 113 members, their families, Hangar neighbors & friends!
- Planes! – Fly-Ins are welcome! Lots of Hangar flying!
- Picnic! – Great food!
- Play! – Yard games for adults and children in addition to water sprinkler!
- Picture Show! – "Fly Away Home" (Family movie starring Jeff Daniels)



AIRVENTURE 2014



Jim and Nancy Trick's Annual Spaghetti Dinner at AirVenture 2014
Photo Courtesy of Debbie Forsman



Unknown Camper
Photo Courtesy Joena Meier (via Barb Cook)

EAA CHAPTER 113's ANNUAL SELFRIDGE ANGB SNB-5 WASH



Randy Hebron, Herb Schulke, Shunsuke Shibata
Photos Courtesy Shunsuke Shibata



EAA TRI-MOTOR AT PONTIAC AIRPORT



Photos Courtesy of Shunsuke Shibata





Photo Courtesy of Shunsuke Shibata



Photo Courtesy of Martin Filiatrault



HOWARD R. EBERSOLE

Lieutenant Colonel Howard R. Ebersole, USAF-Ret. was born in Detroit, Michigan in 1922. After High School graduation in 1938, Howard served two years as a radio operator on Ford Motor Company's ships before enlisting in the Army Signal Corp.

Commissioned as a 2nd Lieutenant in 1942, he attended flight training and became qualified as a B-24 Pilot in 1944. Assigned to 392nd Bomb Group, 8th AF, he flew 16 combat missions over Europe.

Transferred to Reserve Forces in December, 1945, Howard enrolled in the University of Michigan, College of Engineering. He received a BSEE in January, 1951, and was recalled to active duty for the Korean Conflict. Assigned to Luke AFB, Arizona as a Captain, he commanded F-51, F-80, and F-84 academic training section. Sent to Korea in 1952, he flew 100 combat missions (30 in F-51, and 70 in F-80) during one of which he shot down a Mig-15.

At Selfridge AFB, Michigan, in 1956-57, he earned an MSEE degree from University of Michigan, in addition to his pilot and instructor pilot duties. At Holloman AFB, New Mexico, he was test pilot and project officer for the F-101B operational qualification. Then, he was the F-102/GAR-11 (first air-to-air missile with a nuclear warhead) Category II Test Director. In 1966, he directed the Missiles and Munitions Branch, HQ Tactical Air Command in developing the operational and technical specifications for today's "smart bombs" and improved air-to-air missiles.

Retiring from active duty in 1969, he became an Associate Professor in the Aerospace and Engineering Department, Mississippi State University and Deputy Director/test pilot in the Rasmussen Flight Research Laboratory. In 1976, Howard joined Rockwell International as Senior Project Engineer for the B-1 crew escape system tests at El Segundo, California, and Holloman AFB high speed track.

Howard has more than 11,500 flying hours and some 2,670 glider flights. His military decorations include Silver Star, Distinguished Flying Cross, 5 Air Medals, and Korean Chungmoo with Gold Star.

Lieutenant Colonel Howard R. Ebersole, USAF-Ret was enshrined into the Michigan Aviation Hall of Fame on October 18, 1997 for his long and illustrious aviation career in both military and civil endeavors.

Editor's Note: *Howard was a long-time member of EAA Chapter 113, and a good friend. Randy and I were privileged to attend his induction into the Aviation Hall of Fame. Howard was also our daughter Jennifer's first glider pilot instructor.*

THE EMERGENCY PROCEDURE NOBODY PRACTICES AND WHY WE ALL SHOULD

by John Zimmerman, (published in *Air Facts Journal*, July, 2014)



Turbine-powered airplanes don't crash very often these days, so when they do we should all take notice. Upon reviewing such accidents from the past few years, it's clear there is a

disturbing trend in modern cockpits: pilots struggle to control the airplane after the autopilot suddenly quits flying. Now before you start bemoaning the current state of stick and rudder skills and urging all

pilots to start flight training in a Cub, let's consider another (more nuanced) option.

Air France 447 is probably the best-known accident, since it garnered non-stop news coverage and the airplane wasn't found for almost two years after it went down in the Atlantic Ocean. While the accident was complicated, the short version is that the autopilot kicked off (at night, in IMC, over the ocean) and the pilots proceeded to stall the airplane and fly it stalled all the way to the ocean. There is plenty of blame to go around, from system design to crew training, but the important lesson is that the pilots were not in the loop. When suddenly forced to fly the airplane, they did not have the situational awareness or the training to handle it.

Another accident, and one that received less attention, involved a Pilatus PC-12 in Florida. The final report is not complete yet, so all the details aren't known, but it's clear that the pilot lost control of the airplane in IMC and it crashed nearly straight down. The question is why. One plausible theory is similar to the Air France accident: the airplane, at near gross weight after making a fuel stop, was climbing through 25,000 ft. in the clouds when the autopilot disconnected due to turbulence. The Pilatus has a stick shaker that will disconnect the autopilot at high angles of attack, and the slow speed required to climb at FL250 plus the convective weather in the area could have caused exactly that. This is not unique to the PC-12 – most autopilots will disconnect if the turbulence gets bad enough.

If he did lose the autopilot, the single pilot, who was relatively new to the airplane, may have simply lost control in the clouds. I've been in a similar situation and it's quite unnerving, as you go from monitoring the autopilot to flying (often with no flight director) in an instant. You do not have long to get the airplane under control.

None of this is to suggest that autopilots are dangerous or that they should be avoided (as some Luddites argue). Modern autopilots are nothing short of amazing, and I firmly believe they increase safety. For example, single pilot IFR is certainly possible without an autopilot, but the safety margins are thinner. If you have an autopilot, you should use it. If you don't have an autopilot, you should add one.

But even the most ardent autopilot supporter has to admit they have limitations. And in some critical situations, like the accidents described above, autopilots essentially throw up their hands and say to the pilots, "your airplane!" There is no warning that the autopilot may be about to shut off and no in-between state: it's there one second and gone the next.

continued...

One response to this could be to design autopilots that react better, and some pilots have advocated this approach. Theoretically, autopilots could have some type of fall back mode, where they don't disconnect completely, but revert to basic attitude hold. Better annunciators are another option, where the autopilot explains why it disconnected and whether it can be turned on again.

Some of this may be possible, but a far more practical (and more affordable) option is for pilots to regularly practice this failure scenario. Call it unusual attitudes for modern airplanes – we need to experience what it's like to be unexpectedly thrust on stage. I had never done it myself until very recently, and in talking to a number of other pilots, I haven't met one yet who does this on a regular basis. We all practice emergency scenarios that are exceedingly unlikely to happen, like engine failures, and yet we ignore a scenario that has proven to be both possible and fatal.

The best way to practice autopilot unusual attitudes is to go up with an instructor or safety pilot and fly like you would on a real trip. Put on the hood and engage the autopilot, then have your co-pilot randomly disconnect the autopilot, both straight and level and in turns. Be realistic – if you spend a lot of time with your head down, looking at your iPad, practice recovering from this position. Staying in the loop is a critical part of the exercise, since many of us may relax in cruise flight and may not be spring-loaded to fly.

In particular, it's the transition that counts. Many instrument pilots feel a little uneasy when they first transition from VMC to IMC, especially if they haven't flown lately. The same is true with autopilots: the key is those first few seconds after you lose the autopilot. It's basic attitude flying, and the focus should be on flying the airplane and nothing else. Also consider that the autopilot may have disconnected due to an AHRS or air data issue (as in the case of Air France), so it's a time to rely on your profiles. What power setting and what pitch attitude lead to straight and level? You should know that cold.

Curmudgeons may scoff at this as another sign that modern avionics have made us all bad pilots. But I think that's an overreaction. Even the best new technologies still have quirks to learn and new procedures to practice. Nobody argues that celestial navigation is better than GPS simply because a GPS receiver can fail and stars don't. The tradeoffs are worth it.

Practicing autopilot failures is just part of being a safe, modern pilot who embraces all the tools available. Don't just read about it in the manual – get out there and fly it!



EAA 113 FAMILY AND FRIENDS SUMMER PICNIC

AUGUST 23, 2014

4:30 pm Gathering

6:00 pm Dinner

8:15 pm Movie

EAA 113 AVIATION CENTER

People!

Picnic!

Planes!

Play!

Picture Show!




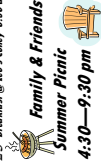

Please bring a dish to share and lawn chairs.

EAA 113 will supply the meat and games!



August 2014






Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 	2 Breakfast @ Leo's Coney 8:30 am
3	4	5	6	7	8	9 Breakfast @ Leo's Coney 8:30 am Thunder Over MI @ YIP
10 Thunder Over MI @ YIP 	11	12	13	14 EAA 113 Board Meeting 7:30 pm	15	16 Breakfast @ Leo's Coney 8:30 am Mason Aviation Days
17	18	19	20	21 EAA 113 General Meeting 7:30 pm	22	23 Breakfast @ Leo's Coney 8:30 am  Family & Friends Summer Picnic 4:30—9:30 pm
24 Open House @ PTK	25	26	27 	28	29	30 Breakfast @ Leo's Coney 8:30 am
31						



September 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
<div>1</div> 	<div>2</div> <div>Happy Labor Day</div>	<div>3</div>	<div>4</div> <div>Homebuilder's Meeting 7:30 pm</div>	<div>5</div>	<div>6</div> <div>Breakfast @ Leo's Cony 8:30 am</div>	
<div>7</div> <div>Maple Grove Pancake Breakfast Fly-In</div>	<div>8</div>	<div>9</div>	<div>10</div>	<div>11</div> <div>EAA 113 Board Meeting 7:30 pm</div>	<div>12</div> <div>13 Breakfast @ Leo's Cony 8:30 am</div> <div>FAAST Seminar</div>	
<div>14</div>	<div>15</div>	<div>16</div>	<div>17</div>	<div>18</div> <div>EAA 113 General Meeting 7:30 pm</div>	<div>19</div> <div>20 Breakfast @ Leo's Cony 8:30 am</div>	
<div>21</div>	<div>22</div>	<div>23</div> <div>First Day of Autumn</div> 	<div>24</div>	<div>25</div>	<div>26</div> <div>27 Breakfast @ Leo's Cony 8:30 am</div> <div>Methtel Airport Open House</div>	
<div>28</div>	<div>29</div>	<div>30</div>				

EAA Chapter 113

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**Next Meeting : Thursday, August 21, 2014
7:30 PM at the EAA Aviation Education Center**